

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
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HEAD OFFICE

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DAILY EDITION



Saturday, October 7, 1916.

MINING BOOM

From the report presented at the statutory meeting of the New Hazelton Gold-Cobalt Mines Limited, it is apparent that Hazelton is shortly to become still more famous as a mining district. It is gratifying to note that the majority of the directors of the company are Canadians, or can at least claim a long connection with Canada. Mr. Alfred Shaw, who presided at the meeting, is one of Vancouver's best known business men; Mr. A. Erskine Smith, better known as "Coolgardie" Smith, though born in Australia, has been actively engaged in mining and other lines of business in British Columbia for years and is known to practically every mining man in the province; Mr. George E. Trorey has for years been general manager for Birks Limited, in Vancouver, and is one of Vancouver's most highly respected business men, while Mr. Nicol Thompson is representative in Vancouver for Cammell, Laird & Company, one of the largest steel and shipbuilding companies in the world, with big works in Sheffield, Birkenhead and on the Clyde.

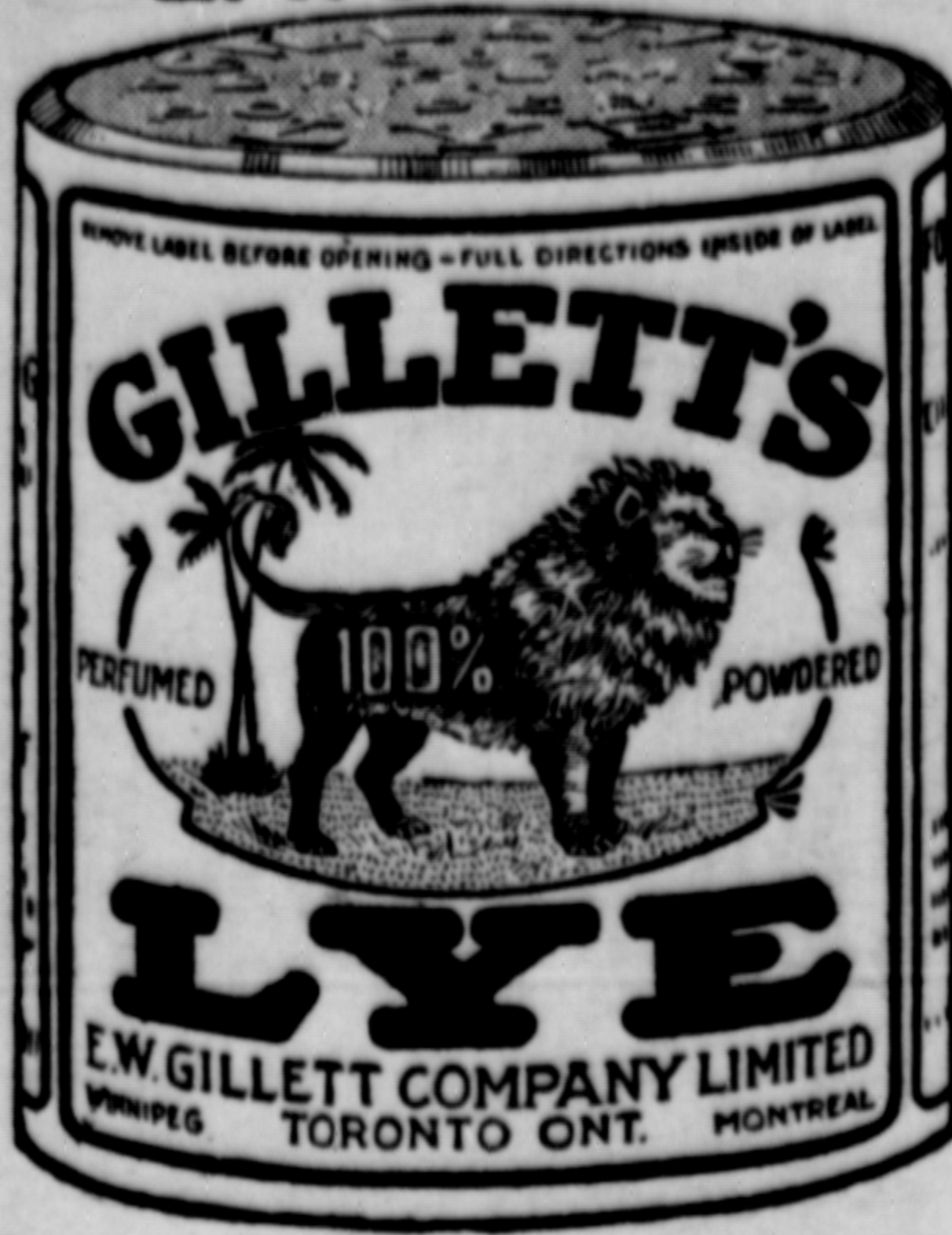
"Coolgardie" Smith, while here recently, predicted that there would very shortly be a mining boom in the north, in fact, went so far as to say that it had now begun. If it has, it is a boom of the right kind. Mining engineers of wide experience are visiting this district making examinations of the various deposits, and samples of ore are being thoroughly tested and the possibilities weighed from a purely business standpoint. The boom which the north is undoubtedly experiencing has no resemblance

to the rush to the Klondike or the penetrating of the Cariboo in search of placer in the sixties.

Mining today is a serious business from which much of the glitter and romance have been eliminated. It is now being conducted along scientific business lines just as milling and manufacturing are. It is true that the prospector still sets out every morning in the firm belief that he will strike it rich, and he still has his moments of wild excitement, but in this region he does not find nuggets weighing several ounces and he does not make a fortune in a few days and then proceed to the city to have a good time. The modern prospector is looking for what his predecessor passed over as worthless. He is looking for combinations of minerals from which large corporations, with up-to-date machinery may extract fat dividends when their mining and milling are carried on with mathematical precision.

In this scientific form of mining, where does the prospector come in, in sharing the profits? He is the man who first brings to the world the valuable information that certain deposits exist at a given place. It is he who makes the big development possible. He is rarely a business man. He is proverbially hard up. The welfare of the prospector is one of the big questions to be faced in this province, as he is one of its greatest assets. Some plan should be devised by the government to encourage the prospector in his search for the wealth of the hills, while it might be possible to make it compulsory that the discoverer of a property be

GILLETT'S LYE EATS DIRT



given a certain percentage of stock in the company which is formed to carry out the development work. Such a scheme would naturally have its difficulties, but the outstanding fact is that the prospector should be assisted by the government, and it may be safely left to the authorities to decide what form that assistance should take.

NOTES AND COMMENTS

The Italian cavalry have taken a town called Georgueatis Ekiskopi. It must have taken some courage to tackle a place with a name like that. It reminds one of some of the Russian names which Mark Twain once described as being so long that they had a perspective.

So Sir Sam Hughes has returned and calls himself a Lieutenant-General. This is not a patch on what some of the newspapers have called him in the past two years.

Ottawa is calling for five thousand seamen for service under the Admiralty. So we are to have some kind of a navy after all.

The story of Flight Lieutenant Clement's adventures puts the stories of a gentleman called Jules Verne entirely in the shade.

Greece has gone broke now and refuses to pay her bills. Constantine must be paying the way to make a gentle "touch."

If Berlin continues to shatter the Rumanian army as it is doing there won't be any Rumanians left by Christmas.

Grand Duke Nicholas has a habit of lying low for a few months and then suddenly turning on the Turks and rending them. The Turks must keep wondering where he is going to break out next.

NAVIGABLE WATERS PROTECTION ACT.

R. S. C. Chapter 115.

The Grand Trunk Pacific Railway Company hereby gives notice that it has under Section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the office of the District Registrar of the Land Registry Office, District of Prince Rupert at Prince Rupert, a description of the site and plans of warehouse proposed to be built in Prince Rupert Harbor at Prince Rupert, British Columbia, in front of waterfront Block "G" according to registered plan of the townsite of the said city of Prince Rupert deposited in the aforesaid Land Registry Office as No. 923.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice, the Grand Trunk Pacific Railway Company will under Section 7 of the said Act apply to the Minister of Public Works at his office in the City of Ottawa for approval of said site and plans, and for leave to construct the said warehouse.

Dated at Winnipeg, Manitoba, this 25th day of May A. D. 1916.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY.

H. H. HANSARD, Solicitor.

SUBSCRIBE FOR
THE DAILY NEWS

MAGNIFICENT SHOW AT THE MAJESTIC THEATRE

There was another crowded house at the Majestic last night when "The Race," featuring Anita King and Victor Moore, was presented. The general opinion was that this is just about the best picture seen here yet. It is the story of an auto race across the continent between Miss King and Moore, the one in a Duplex and the other in a Grayson car. Opponents of the Duplex destroy a bridge in order to defeat Miss King but she charges right across the gap. It is a thrilling moment. Disaster follows and her opponent goes to her assistance. This is a picture to be seen and not described. It is a wonder, Ed. Stillwell gets the auto and train effects well nigh perfect. You can hear the grind of the brakes and experience all the rush and whirl of the race. It is the most realistic thing ever.

The scenes of Prince Rupert and vicinity are particularly good. The scenes along the Skeena and other northern rivers are magnificent, while the picture of salmon leaping over the rocks is wonderful. This is a two hours show and there never was a better anywhere.

THE MAILS

From the East.
Sunday, 6:15 p. m.
Tuesday, 6:15 p. m.
Friday, 6:15 p. m.

For the East.
Monday, 8:30 a. m.
Wednesday, 8:30 a. m.
Friday, 8:30 a. m.

Remo, Barrett Lake and North Bulkley, Monday and Wednesday only.

From the South.
Monday, Wednesday and Friday mornings. Sunday nights.

For the South.
Monday, 8 a. m.
Tuesday, 8 a. m.

FIRE ALARM SYSTEM

CIRCUIT NO. 1.
Box 12—5th St. and 3rd Ave.
Box 13—6th St. and 3rd Ave.
Box 14—5th St. and 3rd Ave.
Box 15—Junction of 1st, 2nd and 3rd Aves.
Box 16—1st Ave., between 8th and 9th Sts. (Knox Hotel).
Box 17—1st Ave. and 7th St. (Central Hotel).

CIRCUIT NO. 2.
Box 22—3rd Ave. and 3rd St. (Post Office).
Box 23—3rd Ave. and McBride St.
Box 24—1st Ave. and McBride St.
Box 25—2nd Ave. and 2nd St.
Box 26—2nd Ave. and 6th St.
Box 27—G. T. P.

CIRCUIT NO. 3.
Box 31—5th Ave. and Fulton St.
Box 32—Borden and Taylor Sts.
Box 34—7th Ave. and Fulton St.
Box 35—9th Ave. and Comox Ave.
Box 37—8th Ave. and Dodge Pl.
Box 38—6th Ave. and Thompson St.

CIRCUIT NO. 4.
Box 41—4th Ave. and Emmerson Pl.
Box 42—5th Ave. and McBride St.
Box 43—5th Ave. and Green St.
Box 44—6th Ave. and Basil St.
Box 45—7th Ave. and Eberle.
Box 141—7th Ave. and Young St.

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ALASKA AND YUKON

The S.S. Prince Rupert or Prince George leave Prince Rupert every Wednesday at 12 noon for Ketchikan, Wrangell, Juneau, Skagway, connecting at Skagway with the White Pass and Yukon Route.

SOUTHBOUND

The S.S. Prince Rupert or Prince George leave Prince Rupert every Saturday and Monday at 10 a. m. for Vancouver, Victoria and Seattle.

Fortnightly service to the Queen Charlotte Islands

TRAIN SERVICE

Trains leave Prince Rupert every Monday, Wednesday and Friday at 10:30 a. m. for Winnipeg and all points East and South. Mixed train leaves Prince Rupert every Saturday 6 a. m. Special weekend fare to Terrace and return 4.4. For full information & reservations apply to ticket office.

THIRD AVENUE PHONE 260



CANADIAN PACIFIC RAILWAY

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Princess May for Granby and Alice Arm Friday 11 p.m.

Princess Alice southbound Saturday, October 7th.

Princess May Southbound Sunday 6 p. m.

Princess Sophia for Alaska Monday, October 9th.

J. I. PETERS, General Agent

Corner Fourth Street and Third Avenue, Prince Rupert, B.C.

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"Bergensfjord" Oct. 28th

"Oscar II." Nov. 9th

"Kristianiafjord" Nov. 18th.

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